

From boatanchors@theporch.com Wed Jul 26 22:55:00 1995
From: Michael Crestohl <mc@shore.net>
Subject: 50 YEAR PLUS RUN OF QST - ANY IDEA OF THAT IT WOULD BE WORTH?????
Message-ID: <199507262135.AA09794@northshore.ecosoft.com>

I have been asked by another party to try to see what the approximate value is to the following collection of QST magazines, in very good or better condition. I believe the first issue is 1923 and it ends at December 1976 (when QST went to the larger size format). There are a very few missing issues, less than ten magazines in all.

This is a nice collection but the owner wants to sell it for a fair price as a collection.

Ideas??? Offers????

Cordially,

Michael Crestohl, KH6KD/W1
mc@shore.net

From boatanchors@theporch.com Wed Jul 26 22:55:00 1995
From: jeffrey@math.hawaii.edu
Subject: Re: 50 YEAR PLUS RUN OF QST - ANY IDEA OF THAT IT WOULD BE WORTH?????
Message-ID: <9507262347.AA02408@cruncher.math.hawaii.edu>

I always hate to see a collection like this given/sold to an individual - I'll always suggest they be donated to either a public or college library so that a large number of people over a long period of time can utilize them. An individual will place them on a shelf to collect dust.

Jeff NH6IL

From boatanchors@theporch.com Wed Jul 26 22:55:00 1995
From: "Tony Stalls (K4KY0)" <j38@clark.net>
Subject: Re: 50 YEAR PLUS RUN OF QST - ANY IDEA OF THAT IT WOULD BE WORTH?????
Message-ID: <Pine.SOL.3.91.950726202843.25127F-100000@clark.net>

On Wed, 26 Jul 1995 jeffrey@math.hawaii.edu wrote:

> I always hate to see a collection like this given/sold to an
> individual - I'll always suggest they be donated to either

> a public or college library so that a large number of people
> over a long period of time can utilize them. An individual
> will place them on a shelf to collect dust.

Jeff,

I agree with the spirit of what you say, but there's one flaw. I have several friends who are librarians and they all tell me the same thing. Old magazines take up too much space, so they say thanks to the donors and toss them out the back door. When they do retain them, they're the first to go when they make room for more hardbacks.

Buckmaster has the entire QST run on microfische, so that's what the libraries should have. The old collections are probably better off in private hands where they will hopefully be passed on to another collector.

73,

Tony
K4KY0

ZUT!

From boatanchors@theporch.com Wed Jul 26 10:19:00 1995
From: deanbers@ix.netcom.com (Dean Berschauer)
Subject: 75A-4 and KWS-1 Questions
Message-ID: <199507252207.PAA12047@ix3.ix.netcom.com>

Having ventured on the resurrection project, I have some questions.

KWS-1 Questions:

The KWS-1 and PS are an early serial number, low 100's.

The manual includes the following bulletins which were noted as performed or not:

1. Bulletin 1 - Prevent off freq oscillation. (Done)
2. Bulletin 2A - Various changes. (Done)
3. Bulletin 3 - Vox relay and ALC mod. (ALC not done, see below)

A typed, 3 page KWS-1 Modification Sheet, dated Feb 20, 1957 was included with the Service Bulletin data. This information is dated prior to Bulletin 3. It lists 7 items including an ALC mod which removes the ALC control on the front panel and replaces it with a two position switch, (test key) and the removal of V403, a 6X4 and replacement with a 6AL5. Some of the other mods listed were for audio response and ALC zero adjust. Each mod includes the Collins

part numbers required. This ALC mod and some others listed were performed. Months later, Service Bulletin 3 was issued which "did not" include the test key or tube replacement and appears much simpler. I am confused. The later serial numbers have the test key switch. Were technicians or engineers issuing pre-Service Bulletin mods? Was the test key mod common? Why didn't Collins include the test key mod in Service Bulletin 3 and was it ever made official? Did the test key replacement change include a new escutcheon? Inquiring minds want to know! This RF deck has a chrome, semi-circular escutcheon installed over the ALC lettering.

4. Bulletin 4 - Arching of plate xfmr. (Done)
 5. Bulletin 5 - 4X250B tubes, variation in input capacity. (???)
 6. Bulletin 6 - Various modifications (Not done)
- Are there other factory Bulletins after number 6?

The RF deck has a sticker on the PA compartment which says, Collins Modification Center, 196?. I am curious what work was performed at the Modification Center as the previous listed Bulletins were dated complete, circa 1957. The PA cover says, 4X250B's, which are in the rig. The manual shows 4X150's which should be in the early rigs. Would the modification center have provided a new cover depicting the new tube complement? What other upgrades would have been performed?

75A-4 Questions:

Some tube changes have occurred with a couple of receivers. I don't have a stock one, so I don't know how the rigs played before the mods. The Modified 2 radio even aspired to have a new engraved label "75A-4A" placed over the "75A-4". Maybe this was a Collins prototype radio. (grin) The tube changes are as follows:

	Stock	Modified 1	Modified 2
V-2, RF Amplifier	6DC6		6GM6
V-3, 1st Mixer	6BA7	12AT7	6DJ8
V-5, 2cd Mixer	6BA7	6U8A	6EA8

Obviously changing to a twin triode and a triode/pentode was common as these two rigs are distant cousins. A twin triode is used elsewhere as the crystal oscillator, audio amplifier, Q multiplier in the receiver; so what did Collins know that the experimenters didn't. Should I change them back to original? I like things stock.

PARTS AND INFO SOUGHT:

1. The cover on the back of the KWS-1 for J102 and 103 is missing.
2. The 4X250B retaining rings (finger stock), have disintegrated. Looking for a pair with all the fingers.

3. Additional Service Bulletins if not listed above for the KWS-1.

I would appreciate E-mail regarding parts. Thanks to Allen for the 110 VDC coax relay, James for the connectors, Dale for the filter and others for your previous comments.

Dean, K06IJ	_-[]-_
deanbers@ix.netcom.com	~0 0~
I Never Met A Tube I Didn't Like.	{ }
However, some I Like Mho Than Others.	/--\
-----	[=====]
	!!!!!!-----

From boatanchors@theporch.com Wed Jul 26 15:48:00 1995
From: haynes@cats.ucsc.edu (Jim Haynes)
Subject: Aircraft carrier Hornet public tours, SF Bay Area
Message-ID: <199507261829.LAA07069@hobbes.UCSC.EDU>

There was a little item in the paper this morning that the aircraft carrier Hornet is moored at NAS Alameda and will be open for public tours on Thursdays and Saturdays, hours were midday, something like 10:30-3:30. This goes on until October 14, when the ship will be towed away and scrapped.

From boatanchors@theporch.com Wed Jul 26 22:55:00 1995
From: Grant Youngman <gyoungma@jaws.gtetel.com>
Subject: RE: Aircraft carrier Hornet public tours, SF Bay Area
Message-ID: <Chameleon.950726144615.grant@nq5t.gtetel.com>

On Wed, 26 Jul 1995 13:36:31 -0500 (CDT) Jim Haynes wrote:
>There was a little item in the paper this morning that the aircraft
>carrier Hornet is moored at NAS Alameda and will be open for public
>tours on Thursdays and Saturdays, hours were midday, something like
>10:30-3:30. This goes on until October 14, when the ship will be
>towed away and scrapped.
>

I spent a little time on Hornet many moons ago. Always sad to see them go.

Grant/NQ5T

From boatanchors@theporch.com Wed Jul 26 22:55:00 1995
From: "Tony Stalls (K4KY0)" <j38@clark.net>

Subject: Re: Aircraft carrier Hornet public tours, SF Bay Area
Message-ID: <Pine.SOL.3.91.950726164226.29686D-1000000@clark.net>

On Wed, 26 Jul 1995, Jim Haynes wrote:

> There was a little item in the paper this morning that the aircraft
> carrier Hornet is moored at NAS Alameda and will be open for public
> tours on Thursdays and Saturdays, hours were midday, something like
> 10:30-3:30. This goes on until October 14, when the ship will be
> towed away and scrapped.

Towed away and SCRAPPED? What a crying shame...

From boatanchors@theporch.com Wed Jul 26 22:55:00 1995
From: jproc@worldlinx.com
Subject: RE: Aircraft carrier Hornet public tours, SF Bay Area
Message-ID: <Chameleon.4.01.2.950726154349.jproc@>

>There was a little item in the paper this morning that the aircraft
>carrier Hornet is moored at NAS Alameda.

Jim,

If the Hornet was to be preserved, that would be the MOTHERLOAD of all radio
room restorations! <dream,dream,drool,drool>. It would make my effort here
look like a Sunday afternoon picnic.

Regards,

Jerry Proc, VE3FAB
Radio Restoration Volunteer
HMCS Haida
E-mail: jproc@worldlinx.com
Toronto, Ontario

From boatanchors@theporch.com Wed Jul 26 22:55:00 1995
From: paul Veltman <veltman@netcom.com>
Subject: Re: Aircraft carrier Hornet public tours, SF Bay Area
Message-ID: <Pine.3.89.9507261448.A20408-01000000@netcom11>

On Wed, 26 Jul 1995, Tony Stalls (K4KY0) wrote:

>

>

> On Wed, 26 Jul 1995, Jim Haynes wrote:

>

> > There was a little item in the paper this morning that the aircraft
> > carrier Hornet is moored at NAS Alameda and will be open for public
> > tours on Thursdays and Saturdays, hours were midday, something like
> > 10:30-3:30. This goes on until October 14, when the ship will be
> > towed away and scrapped.

>

> Towed away and SCRAPPED? What a crying shame...

>

According to what I read in the local paper (which also owns the Alameda Times-Star) the group of rapidly aging swabbies that is conducting the tours is trying to raise funds to save the ship.

Paul WA6OKQ

From boatanchors@theporch.com Wed Jul 26 10:19:00 1995

From: "Dick Dillman" <ddillman@igc.apc.org>

Subject: Assistance Requested - Historic Radio Site

Message-ID: <87989.ddillman@igc.apc.org>

Fellow BA Enthusiasts:

I'm writing tonight to ask for your assistance in saving site of great significance in the history of radio: the ex-Telefunken station at Sayville, Long Island which played such an important part in the entry of the US into the Great War (later known as WWI).

Books could be written about this station, but in a nutshell it was authorized to carry out communications with Nauen, Germany but only for traffic that would not compromise US neutrality. Suspicions soon arose when the station started sending traffic that no one could decode - the famous "Nauen buzz". It took an amateur radio operator, Charles Apgar, to record the buzz on wax cylinders and slow them down to reveal the dots and dashes of standard Morse. The decoded traffic turned out to concern ship movements in and out of New York harbor and the station was soon confiscated and closed by a detachment of Marines. It did service as a US

Government station for the remainder of the war.

I located and explored the site two years ago. Many of the original buildings are still standing, as are the enormous guy anchors for the 660 ft. antenna mast which rested on a fantastic glass insulator - the whole business being tiltable for service. As part of my research I found Ms. Connie Currie, a Long Island historian and former amateur, who was also interested in the site.

With some prodding from me, she began work to have the site declared a historic landmark with a view towards establishing a wireless meuseum there. But now the FAA, current owners of the site, want it torn down.

I can personally vouch for Ms. Currie's credentials and good intentions regarding this project. If you agree that it should be preserved, please take a moment to write a letter to the person she mentions and indicate your support.

To those of you who may wish to get on to reading the next message, I truly apologize for this use of bandwidth. However, the site is so near to being lost I thought the posting of a longer than average message was justified.

----- Forwarded message begins here -----

From: ccurrie@sescva.esc.edu <ccurrie@sescva.esc.edu>
From: boatanchors@theporch.com Wed Jul 26 22:55:00 1995
From: Henry van Cleef <vancleef@bga.com>
Subject: Aviation nav-comm frequencies
Message-ID: <199507270239.VAA10359@zoom.bga.com>

As rohre said

>

> Compulsory BA question: Some of the planes there have the wire antennas run
> back to rudder from a stake atop fuselage. In general, I know what radios/
> frequencies those were for; but what frequency did the radio compass loops use?
Ground-to-air communications well into the 1960's were conducted on the
190-550 Khz LF band. Aircraft comm transmitters used one fixed
frequency, 3105 Khz. This was changed sometime in the '50's to 3162 (I
think) Khz. The standard tower frequency was 278 Khz. (ground to air).

The old A-N nav ranges were in the same LF band. In the 1930's, direction-finding loops were added in airplanes for use with LF and broadcast bands. The early manual jobs were replaced by servo-controlled loops in the late thirties, and by WWII, almost all direction finders were servo-controlled "Automatic" devices (ADF). My recollection is that the WWII military trainer ADF (i.e., equipped to operate in civilian US airspace) was the ARN-7. Most of the ADF's built for both Military and Civilian use in the 1940-70 period were

two-band continuous tuning units, LF and broadcast being the two bands. The cockpit-rudder wire you mentioned was generally installed for comm purposes, not as an ADF sense antenna.

A lot of pilots don't like ADF's because they give relative bearing to the station, unlike a VOR (postwar stuff), which gives an analog absolute position relative to the station. I never found an ADF that difficult to deal with. The best one I had was a Bendix T12C (transistorized) analog-tuned unit, which I had in my Bonanza. The airspace system still has "low power non-directional beacons" (NDB) for use with ADF's as approach aids for instrument landing approaches. Since an ADF handles broadcast frequencies, it can be handy if you've got the geographical coordinates of broadcast transmitters available (harder and harder to get).

VHF (108-135 Mhz) began to be used around 1940, and 4-channel VHF comm. sets (simplex transmit/receive on the same frequency) was used in military theaters during WWII. Also, the UHF IFF, which is a transponder and considered basic in civil use after about 1970.

The VOR (VHF Omnidirectional Range) now occupies the 108-118 Mhz band. These transmit a 9960 +/-40 Hz. FM signal with the modulation at 30 Hz. This is the reference phase. The signal is also AM modulated by a rotating antenna feed (originally, an 1800 RPM motor with a rotating feed to a four-lobe antenna array). The receiver is a phase detector that nulls the angle between the reference peak and the AM peak, with both "to" and "from" nulls detected and displayed (and a flag indicating which null is being detected). Note that this is an analog device, not something that somehow transmits "360 radials" of information as much of the FAA training literature for pilots implies. Later military stuff uses a separate VHF band (around 240 Mhz) for comm----a major issue between pilots, because civilian and military traffic aren't on a common frequency band. All towers and other aircraft comm. facilities monitor the distress comm frequencies of 121.5 and 243 Mhz., and I think that most, if not all, military landing fields have 118-135 Mhz. frequencies assigned to them as well (at least I have flown into several military fields with civilian radio, though you have to get a letter giving permission to do so unless it is an emergency).

--

Hank van Cleef vancleef@bga.com vancleef@tmn.com

From boatanchors@theporch.com Wed Jul 26 15:48:00 1995

From: HAMRLUND@aol.com

Subject: Re: ba/ want list/for sale

Message-ID: <950726144338_123473052@aol.com>

well for me, that would be a dream come true.

with all the hammarlund parts, new and used, manuals, ect.

it would mean a way for more than just a few to know what

i have or at least a good portion of it, (i don't even know what all i have)

i will never use all these parts for myself, and to make them more readily available

to everyone in general, would, i think, be great, and Not just for me, but for all who are trying to locate parts info manuals, ect.

there are only a very few who have been here and snooped thru my hammarlund files

that can truly understand, why this would benefit all who are into hammarlund.

granted on occasion i get into other ba's, parts ect. and believe me i want to make them

available to those who want them, i don't have that kind of room.

example: I sold off 10 arc-5's working units from an estate, at a hamfest in monroe mi.

for , are you ready, \$10.00 , for ALL 10! I don't have the room. at chelsea mi. i sold at least 50 power (not hammarlund) xfmr's and oil filled cap's for \$5.00 for the lot, just to move them.

well that's my input...may seem onesided, and one subject, but consider, if YOU had Hammarlund & needed parts? think about it.

Robert Fowle

1215 Winifred

Jackson, Mich. 49202-1946

517-789-6721

From boatanchors@theporch.com Wed Jul 26 10:19:00 1995

From: Signal Hill Amateur Club <beavis@io.com>

Subject: bakelite / Int'l Xtal radio

Message-ID: <Pine.BSI.3.91.950726042318.27197B-100000@bermuda.io.com>

If any Ca BA-types are interested, I have a 3' X 4' X 3/8"

slab of what I have always called bakelite. It looks like a

cloth variety, but I don't know beyond that. Back in 1989 I

purchased 2 sheets of this stuff, I am down to a couple square feet on sheet #1, but doubt I will ever need sheet #2.

Maybe for a small card table? I am in San Jose and would be

willing to drive 2 or 3 hours in any direction (except west:).
Any offers?

I recently acquired an Internation Crystal Executive radio, model number CTZ 5B2. It is a 12 channel radio with all xtals in the 13MHz range. It is only raft-anchor size, with 10 tubes. There are quite a number of wires going to what would seem to be the main power connector, so I wonder if there isn't more to the thing than just an external power supply. Any help welcome.

Thanks,

Eric

From boatanchors@theporch.com Wed Jul 26 22:55:00 1995
From: "David W. Barts" <davidb@ce.washington.edu>
Subject: Re: Bakelite sheet stock
Message-ID: <Pine.HPP.3.91.950726180610.29235B-100000@atlas.ce.washington.edu>

On -1 xxx -1 rdkeys@unity.ncsu.edu wrote:

> Phenolic is a late model term for cast resin materials. I think it
> came in in the middle 30's. Bakelite, Celoron, and a few other names
> were common in the 20's. I don't know what it was called earlier.
> Look in early Radio News or Broadcasting or QST for ads for panels
> and you can see what it was called for trade or brand names.

I don't know the order in which all the words developed, but Bakelite (note the capitalization) is a trademark for a certain manufacturer's brand of a phenol-formaldehyde polymer. The name honors the chemist (Dr. Leo Hendrik Baekeland) It was one of the earliest plastics to be discovered, I think it was #2; celluliod (a nitrocellulose-camphor polymer) was the first plastic. (Maybe Barry Ornitz can offer further clarification on this.)

Ping-pong balls are a common celluloid item; try lighting one on fire (be careful!) to find out why celluliod is not used more commonly.

From boatanchors@theporch.com Wed Jul 26 10:19:00 1995
From: n5off@w5ddl.aara.org
Subject: BC-348M
Message-ID: <142584@w5ddl.aara.org>

My BC-348M has a ham type 110V PS. Looks like yours may have been a fit of an original 110V ps from the 110V radio (can't recall ## now) into a 348.

Sounds like a rare deal.

73 de tom

From boatanchors@theporch.com Wed Jul 26 10:19:00 1995
From: Dave Stinson AB5S/7 <72227.1640@compuserve.com>
Subject: BC-375 Awakes on CW
Message-ID: <950726001423_72227.1640_EHM52-1@CompuServe.COM>

Thanks to the kindness of Conrad Murry in Tennessee and the the tube finding abilities of Chip Owens and the connector wizards Ray Mote and Harry Engstrom, my BC-375 awoke from it's long sleep and QSOed W7HOF in Millwood, WA on 80 mtrs last night. VERY slight chirp, a couple of milliseconds like Bob said. About 90 watts out to the dipole.

Now I'm working on ways to fix the problem of the rig Fming when I try to run it on AM. I understand this is a problem many have dealt with. Anyone here heard any good solutions, other then using an external VF0? I can tell you that bypassing the M0 filiments for audio variations leaked from the modulator fili. circuits doesn't work, nor does heavier filtering on the B+. 20uF more didn't cause mine to chirp worse, Bob. Don't know why. I am thinking of using the sidetone winding on the input transformer to provide audio-rate voltage to a varactor diode and nailing this to the M0 grid lead. Since the rig FMs upward on voice, I could compensate with an adjustable varactor voltage and cancel the Fming. What do you tech types think?
Dave Stinson AB5S/7

From boatanchors@theporch.com Wed Jul 26 15:48:00 1995
From: HAMRLUND@aol.com
Subject: bobbie, lost e-mail address
Message-ID: <950726125052_41185650@aol.com>

got your pakge, yours going out ups today

thanks

robert

From boatanchors@theporch.com Wed Jul 26 22:55:00 1995
From: Nina West <ninaw@u.washington.edu>
Subject: Clough-Brengle Model 111, What is it?
Message-ID: <Pine.A32.3.91j.950726174442.65030A-100000@homer04.u.washington.edu>

I recently acquired a piece of test equipment called a Clough-Brengle Uni-Signal Frequency Modulator, Model 111. I think that it is an attachment for a signal generator to provide a sweep frequency, for example, to visually display a receiver's IF passband on an O'scope for alignment purposes.

If anybody can tell me how to use it or if anybody could provide a manual, schematic, etc., I would greatly appreciate it.

It is a green wrinkle box about 10 inches square with an a.c. cord and a cord with a four pin connector coming out the back. The front panel has a pilot light, on/off toggle, three position rotary switch (selecting resistors) labeled "RF MULTIPLIER 1-10-100", a wire wound pot labeled "SWEEP WIDTH K.C. 0-50", a green and a black banana jack labeled "RF INPUT", and a ? jack labeled "OUTPUT".

Internally is a 6K7, 6C5, 6X5, and two 76 tubes. A pot, variable cap and slug-tuned coil are internal adjustments.

Thanks in advance for your help.

Fred Powell
c/o
ninaw@u.washington.edu

From boatanchors@theporch.com Wed Jul 26 15:48:00 1995
From: "rohre" <rohre@arlut.utexas.edu>
Subject: Comparison of super regen 12Ax's
Message-ID: <n1405357297.61456@msmailgw1.arlut.utexas.edu>

>From non metal panels we got over to comparison of various tubes as regenerative detectors.

Mention was made that probably some of the 12 volt miniature tubes would be good candidates.

somewhere around 1959 I too, wondered while building up a VHF super regenerative

receiver. This circuit was copied from QST ,Popular Electronics ,or Radio Electronics magazine or something, and had one triode as the super regen detector, and the second triode in the same tube was an audio preamplifier, before you went outboard to an audio amp of anything handy. (Remember in those days a lot of things had auxilary audio inputs for use with phono changers and the like.) If I remember correctly the circuit as presented was for the 12AT7 dual triode.

Because of the identical basing, I went through a large collection of 12 AT 7's, 12 AU 7, and 12 AX 7 tubes, finding that the author was correct, for the VHF and FM radio bands the 12AT7 was the all around best performer in sensitivity, and smooth regeneration. It would go higher in frequency than the other two. Some 12 AU 7's were almost as good, while the common 12 AX 7 audio tube was the poorest super regen stage. This little circuit was able to tune the FM radio band, and with LC adjustment, you could go up to the VHF 150 M Hz police band and if I remember correctly, you could get TV channel 9, but it might have been the much lower frequency channel 5, with the best regen tubes in those experiments. Drop out of oscillation, ("holes") is what happened with less good regen tubes in this circuit.

My LC circuit perhaps was marginal: I had home wound air core coils, and tuned various versions with anything from a 100 pf to 15 pf Hammerlund APC type trimmer variable caps with ceramic front faces. Gear reduction tuning was tried as the caps had several M Hz per fraction of revolution in some cases. Luckily, I had come by a 50 to 1 gear reduction unit, if memory serves correctly, anyway; it was SLOW!

I think I robbed B+ power from a Walter Ashe Novice rig power supply or perhaps my Super Pro 210 receiver; with maybe a filament transformer for the 12xxx tubes, as neither of those power sources would have had 12 volts! This must have been my third receiver project after the ball point pen crystal set and the regenerative kit AM radio that got me started. (That was the one that claimed you had to shellac the wooden base for best results? I think I put a whole bottle of shellac onto that wood, and still have that thing--3Q4 ? one tuber.) The last was the rig that used up my allowance for 22 1/2 volt hearing aid B battery for its B+, and a D cell for filament, required on a regular replacement basis.

Regens either simple or super regen, are fun. The super regen made a pretty good FM slope detector when adjusted correctly, and introduced me to FM band radio in the heyday of old AM 4 and 5 tube popularity.

73, Stuart
K5KVH

From boatanchors@theporch.com Wed Jul 26 10:19:00 1995
From: k1zat@bah.com

Subject: Re: CONELRAD

Message-ID: <Pine.SUN.3.91.950725232307.7296E-1000000@booz.bah.com>

Yea

On Tue, 25 Jul 1995, Hugh D. Stegman wrote:

> Now, I remember reading about some kind of screwup at NORAD or some such
> place, and the newswires gave the 10-bell signal and the authenticator and
> CONELRAD activated for real. From what I read, only a few stations knew
> what to do, and the whole thing was such a dismal failure that in light of
> the decline of manned bombers df'ing targets, this was one reason they
> gave CONELRAD a decent burial.

I remember that "incident", maybe about 73 or 74 (thereabouts).
An AF SSgt was shown on TV being interviewed by a newscrew, one of
the newscrew said something like "Not everyone got the word it was
not real" to which the SSgt said something like "I better go inside
and retransmit the cancellation" (something along that line).

jd

From boatanchors@theporch.com Wed Jul 26 10:19:00 1995

From: wkleros@csn.net (Bill Kleronomos)

Subject: Re: Conelrad & EBS

Message-ID: <199507252301.AA19742@ns-1.csn.net>

Here's some additional notes on this thread. EBS, as it is, is going the way
of Conelrad soon. Effective this past July 1, the alert tone(s) were
shortened to 8 seconds from the previous 20. You may have already noticed
this during tests. Effective next year, the system is switching to some kind
of automatic digital-based based system (I still need to read up on this
one!), and EBS as we know it will be history.....Bill

"Peak the grid, dip the plate, dive right in-- don' hesitate!"

KD0HG/AAR8CC, ex WA9OZC

CE: KBCO AM 1190 KC & KBCO FM 97.3 Mhz

Rocky Mountain Director- AM International

wkleros@csn.net

From boatanchors@theporch.com Wed Jul 26 10:19:00 1995

From: "Jeffrey D. Stai" <jds@neptune.net>
Subject: Re: Drake Historical Expert Needed
Message-ID: <199507260425.VAA03163@neptune.neptune.net>

> > Does anyone out there in BA land know exactly how many TR-6 transceivers
> > that were manufactured by R.L.Drake??
> >
..
> > So, can anyone give a definitive answer as to exactly how many were
> > produced? I owned #310 at one time (and kick myself every day for selling
> > it).
> >
> > 73, Greg KX4R
>
> Sheesh...no wonder I never see any of those for sale...I'd love to get
> my hands on one.
>
> John WA1HNL

I recently picked up a TR-6 #232. If I can just get enough hours at home,
I might have it on the air in time for the winter sporadic-E ;-)

Don't despair, John. Keep haunting the swaps. One will turn up, just when
you least want it to!

I don't know a lot about the radio, other than the manual and a QST
review from 1970. Anyone on this list have any lore, or interesting
stories, or anything else that might be interesting to know about
this radio?

Thanks!

jeff stai, ke6knf
Advanced Radio Workshop
jds@advradio.com

ps: I also own an SPR-4, #472, for what it's worth...;-) Becoming a
Drake junkie, I think...;-)

From boatanchors@theporch.com Wed Jul 26 10:19:00 1995
From: HAMRLUND@aol.com
Subject: F.S. QST ADD TO LIST
Message-ID: <950725230623_40834553@aol.com>

SOME DECIDED NOT TO TAKE THESE SO HERE THEY ARE. SAME AS BEFORE, 2.00 EA.
SHIPPING DETERMINED BY QTY.

1941, FEB, MAY, JUN, JUL, AUG

THATS IT.

ROBERT FOWLE
1215 WINIFRED
JACKSON, MICH. 49202-1946

From boatanchors@theporch.com Wed Jul 26 22:55:00 1995
From: HAMRLUND@aol.com
Subject: F.S. tube tester, I-177B, by Simpson
Message-ID: <950726155337_123524067@aol.com>

For sale: one tube tester Model I-177B
made by: Simpson Electric co.

simaler in appearance to the TV-7, but is differant from what I understand.

price includes shipping: \$ 95.00

Robert Fowle
1215 Winifred
Jackson, Mich. 49202-1946

The " Hammarlund Guy "

From boatanchors@theporch.com Wed Jul 26 22:55:00 1995
From: Michael.J.Knudsen@att.com
Subject: Re: Free RTTY gear
Message-ID: <9507261958.AA08243@bock.ih.att.com>

Say, what is the status of amateur RTTY these days?
I assume most hams who use RTTY use microcomputer keyboards and decoders
onto CRT and/or printer. But there must be some BA-lovers who like the sound
and smell and elegant construction of REAL TTYs.

I also hear that packet and various -TOR codings have taken a big toll on
straight RTTY operations. But there must be a few ops left who like
a real-time conversation, as opposed to leaving email in the other guy's station.

I had a couple of naked Model 15s and sold them off. Then I got a Model 28
(Baudot, 60 WPM, but with the "modern" Model 35 technology). I copied
some hams TTY back in early 80s with that. But then traded it for
a Ringo Ranger to get on 2m (ham radio, right?).

Lately I seem to hear more packet stuff than RTTY on ham bands, tho I still hear

what sounds like classic RTTY on commercial and marine bands, along with -TOR.

So what value is real TTY gear these days? I have a 35 and a matching reperf, both working, I'd love to give away. Or should I try to put them on the air? 73, mike k w9nrd

From boatanchors@theporch.com Wed Jul 26 22:55:00 1995

From: haynes@cats.ucsc.edu (Jim Haynes)

Subject: Re: Free RTTY gear

Message-ID: <199507262212.PAA09559@hobbes.UCSC.EDU>

>From Michael.J.Knudsen@att.com Wed Jul 26 15:03:35 1995

>Say, what is the status of amateur RTTY these days?

>I assume most hams who use RTTY use microcomputer keyboards and decoders

>onto CRT and/or printer. But there must be some BA-lovers who like the sound

>and smell and elegant construction of REAL TTYS.

Well last Feb 20 we had Green Key Night, in honor of the anniversary of legalization of FSK RTTY on the HF bands, and in memory of the late hams who did so much to make this mode of ham radio possible. I had a mechanical Teletype and vacuum tube gear on the air, and operated 850 cycle shift for a while.

>

>I also hear that packet and various -TOR codings have taken a big toll on

>straight RTTY operations.

That's true, tho in the contests you'll find nothing but Baudot used, because of the quick contact exchange it offers. But usually running PC software that grabs the other guy's callsign and sends a stereotyped message and QSL.

>

>So what value is real TTY gear these days? I have a 35 and a matching reperf,

>both working, I'd love to give away. Or should I try to put them on

>the air?

Not sure what you could do with a 35, since there is approximately zero use of ASCII. Tho you could use it as a terminal to something like a PK-232 that has an RS-232 terminal interface and talks ASCII on it. You'd need only to build something to translate between RS-232 voltages and the 20ma current loops of the Model 35. I think that would be swell. I don't have a working 35, but somewhere I have stashed away a PC board to build an AMTOR terminal to an ARRL Handbook design; and it says either a Baudot or ASCII terminal can be used.

>

From boatanchors@theporch.com Wed Jul 26 22:55:00 1995

From: Jack Taylor <n7oo@hereford.ampr.org>
Subject: Re: Free RTTY gear
Message-ID: <199507262244.RAA00375@uro.theporch.com>

At 05:01 PM 7/26/95 -0500, Michael.J.Knudsen@att.com wrote:

>Say, what is the status of amateur RTTY these days?
>I assume most hams who use RTTY use microcomputer keyboards and decoders
>onto CRT and/or printer. But there must be some BA-lovers who like the sound
>and smell and elegant construction of REAL TTYs.
>
>I also hear that packet and various -TOR codings have taken a big toll on
>straight RTTY operations. But there must be a few ops left who like
>a real-time conversation, as opposed to leaving email in the other guy's
station.
>
>I had a couple of naked Model 15s and sold them off. Then I got a Model 28
>(Baudot, 60 WPM, but with the "modern" Model 35 technology). I copied
>some hams TTY back in early 80s with that. But then traded it for
>a Ringo Ranger to get on 2m (ham radio, right?).
>
>Lately I seem to hear more packet stuff than RTTY on ham bands, tho I still
hear
>what sounds like classic RTTY on commercial and marine bands, along with -TOR.
>
>So what value is real TTY gear these days? I have a 35 and a matching reperf,
>both working, I'd love to give away. Or should I try to put them on
>the air? 73, mike k w9nrd
>

Suspect the *real value* of old teletypes are like anything else :-)

I use a model 28 ASR on a more or less weekly VHF mars net. The unit is incredibly reliable. In 10 years, the only problem was due to a loose screw on a gear shaft. The screw obviously hadn't been tightened properly in the first place. The problem was diagnosed by the simple expedient of opening the cover and observing which of the mechanicals wern't moving.

The other advantage over a glass screen is if the power dies on you, the contents on the teletype paper don't go away :-)

I've also found "the old TU's" perform MUCH better on both VHF and HF RTTY than do the multi-mode TNC's on RTTY.

Seems to me the model 35 is a dual ascii/boudot unit, isn't it?

73 de Jack

From boatanchors@theporch.com Wed Jul 26 22:55:00 1995

From: gc@fox.cen.com (Gary Chatters)

Subject: Re: Free RTTY gear

Message-ID: <9507270015.AA12931@cen.com>

>

>Say, what is the status of amateur RTTY these days?

>I assume most hams who use RTTY use microcomputer keyboards and decoders

>onto CRT and/or printer. But there must be some BA-lovers who like the sound

>and smell and elegant construction of REAL TTYS.

There are at least three or four of us on this list. I have met a couple of others not on the net. So there may be a dozen or so altogether. :-)

>

>I also hear that packet and various -TOR codings have taken a big toll on

>straight RTTY operations. But there must be a few ops left who like

>a real-time conversation, as opposed to leaving email in the other guy's station.

Even back in the Baudot only days there was a lot of auto-start operation where messages got left on a machine. Storage was on paper rather than computer disk.

[...]

>

>So what value is real TTY gear these days? I have a 35 and a matching reperf,

>both working, I'd love to give away. Or should I try to put them on

>the air? 73, mike k w9nrd

>

The market price of most Teletype machines these days is \$0. Those that have them are usually glad to have someone haul them away.

The value is about the same as any of the rest of the old equipment members of the BA list have: it's fun to restore and use.

(And as the Washington Post commercials say: "If you don't get it, you don't get it.").

I have not been active on the air recently, but have done some listening on the ham bands. W1AW sends bulletins on 60wpm Baudot RTTY at 6pm, 9pm and midnight. There is at least one midwest net that I can hear on 40 or 80. You can also hear some random contacts, but the x-TOR modes seem to be more common.

An ASCII machine such as the Model 35 may not be of much use on the ham-bands. If there is any 110 Baud straight ASCII,

I don't know about it. Maybe someone will correct me on this.

If you want to give it away, try advertizing it in the pdp11 or pdp8 newsgroups. Model 33's were common I/O devices for those computers and maybe someone would like the more rugged Model 35.

73

Gary

From boatanchors@theporch.com Wed Jul 26 22:55:00 1995
From: Steven Wilson <randyw@crl.com>
Subject: Re: Free RTTY gear
Message-ID: <Pine.SUN.3.91.950726173125.21560A-100000@crl9.crl.com>

Hi Yes there are a few rtty buffs on the list. Hi I have model 28's all oiled and in perfect working order. Junked out my ascii machines about 5 years ago, but could not part with those nice sounding 28's. I have trouble locating paper any more. I also have a box of spare parts for the 28's. de stan ak0b
e-mail via randyw@crl.com

From boatanchors@theporch.com Wed Jul 26 15:48:00 1995
From: zoom@willow.sps.mot.com (Chris Terwilliger)
Subject: FS: DX35, VF1
Message-ID: <9507261702.AA03397@willow.sps.mot.com>

For Sale, shipping not included:

Heathkit DX-35. complete except wrong band switch knob and broken final tuning knob, missing cabinet feet. no mods. scratches and scuffs on case and face. original manual. untested. \$40

Heathkit VF-1. complete except wrong knobs. no mods. scratches and scuffs on case and face. untested. original manual. \$25
\$25

Chris Terwilliger, AA7WD
zoom@willow.sps.mot.com

From boatanchors@theporch.com Wed Jul 26 15:48:00 1995
From: zoom@willow.sps.mot.com (Chris Terwilliger)
Subject: FS: literature

Message-ID: <9507261715.AA03401@willow.sps.mot.com>

For Sale, shipping not included:

50 cents per issue

year - mon

>>> 73 Amateur Radio <<<

68 - 11

69 - 1,2,3,4,11

72 - 1-12

73 - 1-12

74 - 2,4,5,6,7,8,9,10,11,12

79 - 9

>>> CQ Magazine <<<

70 - 1,2,12

71 - 2,5

89 - 7

>>> QST <<<

60 - 12

61 - 9

62 - 3

63 - 7,8,10,11,12

64 - 1,2,4,6,8,9,11,12

65 - 1,3,4,6,7,9,11

66 - 1-12

67 - 1-12

68 - 1-12

69 - 1-12,1,2,3,5,6,7,8,9,10,11

70 - 1-12,1,2,3,5,9,10,11

71 - 1-12,1-12,12

72 - 1-12,1-12

73 - 1-12,1-12

74 - 3-12,3-12

75 - 1-12,1,2,3,4,5,6,8,8,9,10,11,11,12,12

77 - 8,10,11

78 - 5,6,8

79 - 3,5,10

83 - 9,10,12

84 - 1,2

89 - 4,8

90 - 7

operation/maintenance manual for GPR-90, original, mint, \$30

1981 U.S. radio amateur callbook, excellent, \$15
1976 U.S. radio amateur callbook, good, \$10
1946 U.S. radio amateur callbook, fair, \$5

R-808/GRC-14 maintenance manual, copy, \$5

From boatanchors@theporch.com Wed Jul 26 15:48:00 1995
From: "Tony Stalls (K4KY0)" <j38@clark.net>
Subject: FS: WW2 German Key
Message-ID: <Pine.SOL.3.91.950720235857.29941B-100000-100000@clark.net>

For Sale: World War II D.R.P. Junker key. Good condition. There are some paint scuffs, but I do not recommend repainting. \$100 plus shipping.

From boatanchors@theporch.com Wed Jul 26 10:19:00 1995
From: dmedley@indirect.com (David Medley)
Subject: Gernsbach Vol 1
Message-ID: <199507251516.IAA15638@bob.indirect.com>

While going through some old books here today I came across a copy of "The Radio Man's Handybook" Vol 1. It is in moderately good condition on the outside and the inside is perfect. Is this a collector's item? If so what is it worth? It is fascinating reading. Dates around 1930 I would say.
73 de Dave KI6QE

From boatanchors@theporch.com Wed Jul 26 10:19:00 1995
From: Sifakis George <sifakis@isoft.intranet.gr>
Subject: GRR-5 receiver
Message-ID: <30167C3A@msgw.isoft.intranet.gr>

Anyone have the manual for it handy? I'm working on the power supply and I'd like to see what are the proper voltages that the receiver expects. I had to substitute the rectifier tube with silicon (sorry, rare tube) and I'm afraid that the resulting voltages are twice as high as they should be.

73 George SV0KA sifakis@isoft.intranet.gr

From boatanchors@theporch.com Wed Jul 26 15:48:00 1995
From: Henry van Cleef <vancleef@bga.com>
Subject: Re: GRR-5 receiver
Message-ID: <199507261627.LAA11422@zoom.bga.com>

As Sifakis George said

>
>

> Anyone have the manual for it handy? I'm working on the power supply and I'd
> like to see what are the proper voltages that the receiver expects. I had to
> substitute the rectifier tube with silicon (sorry, rare tube) and I'm afraid
> that the resulting voltages are twice as high as they should be.
>

What kind tube was the original rectifier. Seems sort of a shame not to have a ***real toob*** in there shoving the electrons down the B+ hose. The no mod purists will go nuts over the idea, but if I had something like this I'd sure take a look at the circuit and see what sort of rectifier firebottle I could shove in there, even if I had to change or rewire the socket.

Putting silly-cone didoes in place of a filament-type rectifier will generally shove B+ up about 50 volts unless you put some ohms in series with them. The original circuit expected to see that impedance in it, so putting in resistors isn't just for keeping B+ at its nominal value---it also protects against surge currents and transformer heating (resistors are cheaper than transformers).

Some of the old radios had an awful lot of B+ volts to begin with, and on US toob designs, anything over 250 on the RF-IF tube plate circuits was generally overkill. A little serious engineering in the power supply dept. (i.e., don't just swipe it from one of the cookbooks) can make a very nice stable radio out of a drifty hotbox. What did the thing use originally?

--

Hank van Cleef vancleef@bga.com vancleef@tmn.com

From boatanchors@theporch.com Wed Jul 26 10:19:00 1995
From: vmike@jsun.agen.okstate.edu (Mike Veldman)
Subject: Ham Holidat 95
Message-ID: <9507261335.AA22501@jsun.agen.okstate.edu>

Greetings!

For any of you that may be attending the hamfest in Oklahoma City (Ham Holiday 95) I will also be in attendance, and would like the opportunity to hook up with other boatanchor types. I will have a table to sell a few odds & ends to offset the purchases that I will inevitably make. Stop by and say hello, I'm a big guy around 6'6" (taller if I wear cowboy boots instead of soft shoes) with a pony tail, I'll try to get Cathy (KB5FNC, wife) to wear the Collins "t" shirt I bought at Dayton a few years back (won't fit me), she may not blend in as well as I do with the junkie in the flea market. Stop by and speak boatanchor, we'll get acquainted. 73

mike
WDOCTA

From boatanchors@theporch.com Wed Jul 26 22:55:00 1995
From: Mikhael Brown <mikhael@hpcmp13.sj.hp.com>
Subject: Heath Manuals Wanted
Message-ID: <199507270105.AA261597128@hpcmp13.sj.hp.com>

Hello everyone,

I would like to buy original or copies of the manuals for a Heath HG-54 short wave receiver and a Heath IT-11 capacitor checker. Both are in need of repair and I have no schematic or parts list. Both use "toobs" so I hope this is the right group to ask.

Thanks in advance

Mike
Phone (510) 505-5582
e-mail mikhael@hpcmp13.sj.hp.com

From boatanchors@theporch.com Wed Jul 26 10:19:00 1995
From: don merz <71333.144@compuserve.com>
Subject: HQ Matching Speakers...
Message-ID: <950726125330_71333.144_DHQ46-9@CompuServe.COM>

Okay...okay...alright already! I confess...I mis-identified the speakers that I have for sale. They are not for the HQ129X. They are the correct match

for the HQ150, SP-200, SP-400 and maybe others... Sorry.

I still have them, one very nice and one just fair (but no holes). \$60 and \$40 each respectively. Shipping extra.

Thanks.

73, Don

From boatanchors@theporch.com Wed Jul 26 15:48:00 1995

From: "Tony Stalls (K4KY0)" <j38@clark.net>

Subject: Re: HQ Matching Speakers...

Message-ID: <Pine.SOL.3.91.950726121312.18254B-100000@clark.net>

On 26 Jul 1995, don merz wrote:

> Well, thanks for your note on the speakers. The ones I had were for
> the 140, 150, sp200, sp400 etc. But they were both snapped up in a flash.
> Sorry...
> 73, Don

Hi Don.

What a disappointment to have missed getting the matching speaker for my Hammarlund! I responded within literally one minute of your message showing up. That underscores my point about why I beleive that the boatanchors used equipment list won't work.

73,
Tony
K4KY0

ZUT!

From boatanchors@theporch.com Wed Jul 26 22:55:00 1995

From: jmartin@hrlban1.aircrew.asu.edu

Subject: insulated shaft coupling

Message-ID: <SA39+Mce3ka@hrlban1.alhra.af.mil>

Ref:

>Well if the shafts are well aligned you could just get some plastic rod and
>drill a 1/4" hole all the way through and put setscrews into it.

=====

Actually, it's turning the shaft of a 'hot' variac in a power supply, so the torque involved is more than with a typical potentiometer. Yes, there is a slight amount of misalignment also, which may explain why it fatigued and eventually broke in the first place. I suspect plastic rod fitted with setscrews

might not last too long. Thanks for the suggestion, however.
73, John Martin

From boatanchors@theporch.com Wed Jul 26 22:55:00 1995
From: jmartin@hrlban1.aircrew.asu.edu
Subject: Insulated shaft coupling wanted
Message-ID: <SA39+p3e3ka@hrlban1.alhra.af.mil>

To all boatanchorites:

I need an insulated shaft coupling to mechanically link two 1/4" shafts which are spaced about 1/2" apart end-to-end. The coupler I have, a Johnson #250, has a ceramic spider shaped like a Maltese cross, with opposed metal leaves (riveted to opposite arms of the ceramic) carrying setscrew collars which cinch to the shafts. Sort of like a u-joint, and it's probably good for a kilovolt at least. The metal leaves on mine have fatigued and broken. I'm not particular about brand of replacement if I just can find one that works. Does anyone have one lurking in a box of 'old' parts? Thanks in advance.

73, John Martin

From boatanchors@theporch.com Wed Jul 26 22:55:00 1995
From: "Gable, Edward M" <emg@rfpo2.rfc.comm.harris.com>
Subject: RE: Insulated shaft coupling wanted
Message-ID: <3016A615@smtpgate.rfc.comm.harris.com>

Does anyone have one lurking in a box of 'old' parts? Thanks in advance.

73, John Martin

+++++

John: Send me ur ADR and I'll send ya one.

PS (To all) Please use good e-mail etiquette and put ur e-mail adr in the text for those of us who have their headers removed prior to network distribution.

THANK YOU....

Ed K2MP @ Rochester
emg@rfc.comm.harris.com

From boatanchors@theporch.com Wed Jul 26 22:55:00 1995
From: jml@spider.lloyd.com (Jim Lockwood)

Subject: Re: Insulated shaft coupling wanted
Message-ID: <m0sbEki-0010Y5C@spider.lloyd.com>

>To all boatanchorites:
>I need an insulated shaft coupling to mechanically link two 1/4" shafts which
>are spaced about 1/2" apart end-to-end.

My Swan 250 has a novel shaft coupler. I have no idea if it is a factory piece or if it is some previous owner's bandaid to the same problem you are having. Regardless, it works extremely well, and I pass on the idea for what it's worth.

It is nothing more than a 2" piece of 1/4" ID rubber hose.

In my Swan, it grips the two shafts tightly enough that no clamps are needed. It looks like regular automotive gas line hose to me, being much thicker than vacuum hose.

In any event, when it wears out, a replacement is likely to be easy to get and pretty darn cheap.

73,

Jim - km6nk

From boatanchors@theporch.com Wed Jul 26 22:55:00 1995
From: rdkeys@unity.ncsu.edu
Subject: Re: Insulated shaft coupling wanted
Message-ID: <199507262241.SAA08991@cc01du.unity.ncsu.edu>

>
> >To all boatanchorites:
> >I need an insulated shaft coupling to mechanically link two 1/4" shafts
> >which are spaced about 1/2" apart end-to-end.
>
> My Swan 250 has a novel shaft coupler.etc.
> It is nothing more than a 2" piece of 1/4" ID rubber hose.

This is a neat trick that was first published, from what I can find in the middle 1920's in QST in some of the hints and kinks columns. Basically, back then, it was a quick way of getting an insulated shaft coupling to remove body capacity effects from regenerative tuner capacitors. It could also be used effectively in transmitter couplings for voltages up to maybe 500 or so, to keep the bite off of the knobs (that is a requirement from the NEC by the way).

> In my Swan, it grips the two shafts tightly enough that no clamps are
> needed. It looks like regular automotive gas line hose to me, being much
> thicker than vacuum hose.

The 20's version suggested the use of clamps on rubber hose, but perhaps modern hose is sufficiently stiff to grip tightly and not require clamps in this application.

I recently picked up a ``Swan'' Siltronix CB vfo that had a magnificent 5/25:1 dual reduction drive on it. It will find its way into my next vfo project --- E.O. Seiler/W8PK's stable Lo-C vfo, from QST, November, 1941, page 26. (Does the name look familiar.....hint, hint.)

See.... there is good that can come from CB --- recycling parts!
Tip for the day for BA projects!

> 73,
>
> Jim - km6nk

73/Bob/NA4G

From boatanchors@theporch.com Wed Jul 26 15:48:00 1995
From: "Barry L. Ornitz" <ornitz@EMNGW1.emn.com>
Subject: Re: Int'l Xtal radio
Message-ID: <Pine.ULT.3.91.950726100547.18091C-100000@dua150.kpt.emn.com>

On Wed, 26 Jul 1995, Signal Hill Amateur Club wrote:

> I recently acquired an International Crystal Executive radio,
> model number CTZ 5B2. It is a 12 channel radio with
> all xtals in the 13MHz range. It is only raft-anchor size,
> with 10 tubes. There are quite a number of wires going to
> what would seem to be the main power connector, so I wonder
> if there isn't more to the thing than just an external power
> supply. Any help welcome.

I am dredging this up from a very cloudy memory but I think International Crystal made a 100 milliwatt CB rig that was designed to be mounted on the roof with its antenna. Channel selection, etc. was from a remote control head. This was back in the days when CB required a license and could only be used for personnel communication and business. The International Crystal radio was a Part 15 unlicensed device. By mounting the radio and its antenna on the roof, the 100 milliwatt rig gave excellent performance. This radio used a large multiconductor cable to connect it to the control head since in addition to power, audio, squelch, microphone, and channel selection signals had to be passed.

In many radios of this vintage, an IF frequency of 1650 kHz was used. Check the crystals to see if this is the case. If so, swapping the transmit and receive crystals and retuning would often place the radio on ten meters (if high side injection was used in the local oscillator). The transmit crystals would then provide low side injection for the receiver local oscillator.

Example: CB Channel 23 = 27.255 MHz
Original Transmit Crystal = $27.255/2 = 13.6275$ MHz
Original Receive Crystal = $(27.255 + 1.650)/2 = 14.4525$ MHz
Swapping these now gives:
Transmit Frequency = $14.4525 * 2 = 28.905$ MHz
Receive Frequency = $13.6275 * 2 + 1.650 = 28.905$ MHz

While no license was originally required to operate the 100 milliwatt station on CB, you do need a license to operate the unit on ten meters.

73, Barry WA4VZQ ornitz@eastman.com

From boatanchors@theporch.com Wed Jul 26 15:48:00 1995
From: don merz <71333.144@compuserve.com>
Subject: Lists and thanks
Message-ID: <950726153716_71333.144_DHQ80-6@CompuServe.COM>

Thanks To All

I have watched the postings here regarding the various schemes to share equipment, information and want lists with interest. As you all know I have been posting FS and WTB info for myself to this list for over 2 years now. My experience, both here and with print ads in ER, HTYS and elsewhere is that FS ads work okay. WTB notices seem to be less successful. So let me throw my two cents in...

I think our gear is both too fragile and too scarce to ship around in a library scheme. So I know that isn't for me.

FS lists change fast and I don't think that a combined FS list would be stable long enough to be useful to buyers. It would have to be updated hourly...

WTB lists is an excellent idea. Someone suggested marking items as "buy immediately on sight and I will guarantee repayment" and "get seller's name and phone number for me" and I think this is the right approach. This would be really fabulous for restoration parts that we all need and odd accessories that you see and have no use for that I am dying to find and vice-versa. So a WTB list gets my vote as a

high-priority, likely to succeed endeavor.

One possible list that we haven't talked about enough is a "Manual copies available" list. I think we could all use that one from time to time.

One other item that I'd like to see is a list of volunteers who will collect, edit and store on the list machine all postings related to a certain brand or model of gear. For instance, I may buy an SP-600. Wouldn't it be nice if I could download a compendium of everything ever posted to boatanchors on the SP-600?

If everyone volunteered to collect info on one brand or one model or one subject (like "bugs" or "wireless history" or "broadcast-related" or ???) and maintain this compendium in updated fashion on the list machine, then we would have a very valuable resource indeed. And maybe cut down on those posts that go "I just got my first command set. Can anyone tell me about them?"

A sidebar to this idea--if Jack was interested, we could collect these into a volume and publish it with proceeds going to support the list.

So that's my 2 cents...maybe I should have saved it until it was worth more...

Along the same lines, I ant to say MANY THANKS to the readers of this list for all the help I have received recently. Manuals for my gear are like the holy grail to me and so many list members have helped me with manuals for my stuff recently that it would take a long time to name them all. But I have to say THANKS. This is one fine group.
73, Don

From boatanchors@theporch.com Wed Jul 26 15:48:00 1995
From: "Roberta J. Barmore" <rbarmore@indy.net>
Subject: Re: Lists and thanks
Message-ID: <Pine.3.89.9507261227.A1349-0100000@indy3>

Hi!

I just wanted to quickly second Don Merz' notions about the WTB/FS list; he's said everything I was thinking about!

...And to second his thanks in re manuals. That's something we do very well indeed on the BA-list, and it's been of great personal benefit to me, too.

73,
--Bobbi

From boatanchors@theporch.com Wed Jul 26 15:48:00 1995
From: "Tony Stalls (K4KY0)" <j38@clark.net>
Subject: Re: Lists and thanks
Message-ID: <Pine.SOL.3.91.950726135122.25250A-100000@clark.net>

On Wed, 26 Jul 1995, don merz wrote:

>
> FS lists change fast and I don't think that a combined FS list would
> be stable long enough to be useful to buyers. It would have to be updated
> hourly...

Precisely! This was evidenced just today. Don's post with the corect description of his Hammarulund speakers happened to pop up while I was on-line and I replied immediately. My offer to buy was sent within a mintute, but somebody beat me to it.

> WTB lists is an excellent idea. Someone suggested marking items as
> "buy immediately on sight and I will guarantee repayment" and "get
> seller's name and phone number for me" and I think this is the right
> approach. This would be really fabulous for restoration parts that we
> all need and odd accessories that you see and have no use for that I
> am dying to find and vice-versa. So a WTB list gets my vote as a
> high-priority, likely to succeed endeavor.

My list of needs like VT-4C's, VT-25's, FT-151, PE-73, etc. could go on and on, but if it all turned up at once, it would wreck my budget. It already has to a degree fairly recenlty, but it was one of those things I couldn't pass up.

Also, what if I put out the word that I'd reimburse anyone finding a certain item and some well meaning but uninformed soul bought a piece of junk? What if I put out the word for a PE-73 with guaranteed reimbursement and found myself with a couple of dozen of them? It sounds like a financial disaster looking for a place to happen.

Collecting names and addresses and passing them to sellers, or passing the sellers' names on sounds like it might be the best solution. However, we get to hamfests early for a reason and doing that will probably have limited effectiveness.

73,
Tony
K4KY0

ZUT!

From boatanchors@theporch.com Wed Jul 26 10:19:00 1995
From: Robert Norman <RZ5630@WACCVM.corp.mot.com>
Subject: Manual for Collins 51J4 receiver
Message-ID: <"RZ5630 95/07/26 05:49:14.225788"@WACCVM.CORP.MOT.COM>

Greetings fellow Boat Anchor Lovers

I need a technical manual for a Collins 51J4 receiver complete with schematic diagram. I would prefer buying an original rather than a Xerox copy. Most Xerox copys don't show the under chassis views very well unless you have the manual copied on a color copier at a greater expense. If someone has a manual in real fine condition and does not to sell it, maybe I could borrow it (pay all shipping costs) get it copied on a color copier and then return it with a fee for letting me borrow it. If you would rather not send me the manual at all, I would be open to paying copying charges at your local copy place as long as they could copy the underchassis views in color. I know a color copy of a black & white picture still comes out black & white, but the result is usually a copy that is better than the original. I have used this technique many times myself. I also pay a little extra and have the manuals copied on both sides of the paper (book like) and spiral bound. Any help will be greatly appreciated.

Thanks,

Bob Norman
rz5630@waccvm.corp.mot.com
ARS K7NWB

From boatanchors@theporch.com Wed Jul 26 10:19:00 1995
From: Rolf.Jansson@stax.slu.se (Rolf Jansson)
Subject: manuals for R-390A
Message-ID: <9507260804.AA17603@nana.slu.se>

Hi it would be nice if we could have/get a dated list for the manuals for the R-390a, from first to last edition or ???

Regards Rolf

From boatanchors@theporch.com Wed Jul 26 22:55:00 1995
From: "rohre" <rohre@arlut.utexas.edu>
Subject: Manuals would get a good home

Message-ID: <n1405331730.31881@msmailgw1.arlut.utexas.edu>

Yes, the Navy Air Museum at Pensacola is a wonderful place. A good home for the manuals seeking a home. Well worth a visit from BAites, but plan on more than one day if you love airplanes. They have land and sea planes, carrier aircraft, and stuff going back to WW 1!

Compulsory BA question: Some of the planes there have the wire antennas run back to rudder from a stake atop fuselage. In general, I know what radios/frequencies those were for; but what frequency did the radio compass loops use?
--Stuart K5KVH

From boatanchors@theporch.com Wed Jul 26 15:48:00 1995
From: RICHARD_HUMPHREY@HP5200.desk.hp.com
Subject: RE: McIntosh Labs
Message-ID: <d0b7eTn0000000000@MHS>

Hugh wrote:
>. . .Clarion!

Apparantly Clarion hasn't mucked with the company at all. They must know what a treasure it is. It's still the same old company in NY, making pricey gear for the carriage trade.

>Anyone else remember the McIntosh Amp Clinic from the late 70s?

Oh yeah! I still have a few of the McIntosh Clinic distortion graphs that I got for various amps of mine. My Mitsubishi DA-A70 (done in 1978) measured 0.05% THD at 20 Hz and was an arrow-straight line to 0.07% at 20KHz. That was with both channels running at 100 watts sine wave out. It was clean then and it's still clean today. I remember the guy doing the test had very little to say when he was done, other than maybe "Hmmp".

It's interesting to note that a chart done in 1968 had a red line on it at 0.5% distortion, with text saying "Guaranteed McIntosh Performance: Less Than 0.5% Distortion at Advertised Power Output". By 1978 that line had disappeared from the chart. I can see why they took it off, 0.5% was not very good by then.

>Needless to say, not that many solid state amps with THD measured at >1K looked like much on Mc's graph. It was fun to watch the sine waves >go all to pieces on the scope, while the owners watched in despair.

Huh? Most well designed, properly working SS amps had much lower THD than the good tube amps of the '50s and '60s. McIntosh was high-end then, and they boasted about 0.5%. And when the output tubes went

downhill, the THD gap widened. The solid-state revolution caused an order of magnitude reduction in THD numbers. Remember, that warm tube sound is the result of higher THD, plus phase shifts and other effects caused by the output tranny.

A friend of mine worked in a quality stereo shop in the late '60s. I'd watch the clinics and there were some good tube and SS amps out there. Then somebody would bring in something like a Knight/Heath/Eico and we'd worry about bending the meter needle on the THD analyzer.

>The 275s used output xfmr's, but they were penta-filar or something. In these >circuits a good xfmr was 90% of the battle. I think they hand-wound them.

They had two primary windings, one for plate and one for cathode, wound 'something-filar' to achieve tight coupling. That was Mac's claim to fame. The guy who discovered it worked at Nems-Clarke at the time (early '50s?). I used to work with an old engineer at NatSemi who knew him waaaaay back then. Everybody used to wonder about the oddball playing with transformers by himself in a corner. He had the last laugh!

BTW, to our friend who was given the four 275 amps, congrats on a super steal. Hope you're wearing body armor. I see those for sale in 'AudioMart' for up to \$2000 each for a really clean one. When your friend's friend finds out, you better lay low!

Richard
N6NAE

From boatanchors@theporch.com Wed Jul 26 10:19:00 1995
From: "Dick Dillman" <ddillman@igc.apc.org>
Subject: NC-100X Price Info
Message-ID: <199507260002.RAA07169@igc3.igc.apc.org>

I've come across an example of a National NC-100X and wonder if anyone can help me with estimating a fair price for this radio.

The NC-100X is the model with the PW dial, movable coil catacomb with a horizontal row of panel holes below the dial to show the band selected, crystal filter and "magic eye" tuning indicator. It also has the flashiest front panel of any National I've seen with vertical chrome bands and rad paint highlights (see Moore, 3rd edition, page 89)

This particular example appears to be in good condition with some slight rust atop the chassis and a small half-moon of wear in the paint to the right of the band change knob (which all moving catacomb National operators know takes the forearms of Popeye to turn).

Any estimates of a fair price for this unit would be appreciated.
Best Regards,

Dick Dillman/WPE2VT
<ddillman@igc.apc.org>
San Francisco

From boatanchors@theporch.com Wed Jul 26 10:19:00 1995
From: WaltN@aol.com
Subject: Re: No Subject
Message-ID: <950725184458_122816166@aol.com>

id25@DBH807.dbh.com said:
>>All of us undoubtedly have various parts, equipment, etc. which
we'd like to find. What do you think of a centralized "needs"
list? Has it been tried before?

We could each list what we're looking for at the moment with an
approximate price range and whether the person spotting the item
should buy it on the spot, if the spotter is willing. If not,
maybe only relay the seller info to the BA member.<<

This is a great idea! If I could be sure of having the time to do the idea
justice, I'd volunteer to be the maintainer, too. Instead, I'd be happy to
contribute my wants if the list gets off the ground.

Should we agree on a format first, or just send 'em on in?

Walt

From boatanchors@theporch.com Wed Jul 26 10:19:00 1995
From: rhstein@interaccess.com (Ronald H Steinberg)
Subject: OSHKOSH BOUND
Message-ID: <199507261326.IAA14410@thymaster.interaccess.com>

I would like to meet other BA's attending the Oshkosh air show this
Sunday the 30th.

A group from the NSRC (North Shore Radio Club, Chicago area) will be
gathering at the old tower in the warbird area for a showing of
Jack's (KC9JI) WW2 trainer at 1pm. This should be a good time and place
for attending BA's to also meet.

I would also like to propose a more or less official universal BA call
in freq for events like this and Hamfests. I know that 147.51 is successfully
used in the San Francisco area by the local AMers (W6BM).

and have used it at Livermore and the Foothills with good results and would like to propose that 147.51 be accepted as the universal BA,AMer,vintage radio call in freq. ER has mentioned this freq and will bring it again in future issues.

Many "after the fact" reports of hamfests have been posted here that I have attended and would have liked to met those "famous BA authors" while at the hamfests.

By the way, we will be at the Germanfest in Milwaukee this Saturday and buy a German beer to anyone who would like to discuss this subject futher! I'll be monitoring 147.51 with my American HT (SABER) radio all this fun weekend.

73 RON STEINBERG K9IKZ
ITASCA IL

Ron Steinberg K9IKZ

From boatanchors@theporch.com Wed Jul 26 15:48:00 1995
From: "James T Hanlon" <jthanlo@jade.imdi.sandia.gov>
Subject: Re: OSHKOSH BOUND
Message-ID: <9506268067.AA806775059@jade.imdi.sandia.gov>

Re the 2 meter BA, AMer, vintage radio call frequency, we really ought to establish another one for 2 meter AM (as opposed to FM). Since Barry (from ER) picked up a pair of Gooney Birds (Gonset 2'ers) at Flagstaff, he might be interested. Maybe a frequency that goes with one of the surplus 8 mc range crystals that everybody used to use in the Gonsets and Benton Harbor Lunch Boxes. Suggestions?

Jim, W8KGI (I have a pair of Lunch Boxes)

From boatanchors@theporch.com Wed Jul 26 15:48:00 1995
From: Schroeder.Wbst207V@xerox.com
Subject: Re: OSHKOSH BOUND
Message-ID: <"26-Jul-95 11:28:33".*.Schroeder.wbst207v@Xerox.com>

>Re the 2 meter BA, AMer, vintage radio call frequency, we really ought to
>establish another one for 2 meter AM (as opposed to FM). Since Barry (from
>ER) picked up a pair of Gooney Birds (Gonset 2'ers) at Flagstaff, he might be
>interested. Maybe a frequency that goes with one of the surplus 8 mc range
>crystals that everybody used to use in the Gonsets and Benton Harbor Lunch
>boxes. Suggestions?

At least with this suggestion it shouldn't be hard to spot the BA members with the "Gooney Bird on their belt".

Russ W2DYY

schroeder.wbst207v@xerox.com

From boatanchors@theporch.com Wed Jul 26 15:48:00 1995
From: Mark Blair <Mark.Blair@tus.ssi1.COM>
Subject: Re: OSHKOSH BOUND
Message-ID: <199507261620.JAA10752@tu212.tus.ssi1.com>

rhstein@interaccess.com wrote:

> I would like to meet other BA's attending the Oshkosh air show this
> Sunday the 30th.

I won't be there myself, but a friend of mine from work will be there in his bright yellow T-28B, N128KA. His plane still uses the original ADF and RADAR transponder, which probably sets it aside from many of the old warbirds.... :-)

> 73 RON STEINBERG K9IKZ
> ITASCA IL
>
> Ron Steinberg K9IKZ
>

--

Mark J. Blair, KE6MYK	Silicon Systems, Inc.
Design Engineer	14351 Myford Rd. m/s C-90
mark.blair@tus.ssi1.com (714) 573-6709	Tustin, CA 92680-7022

From boatanchors@theporch.com Wed Jul 26 22:55:00 1995
From: n5off@w5ddl.aara.org
Subject: R-390A Manual Date
Message-ID: <143180@w5ddl.aara.org>

My manual was printed in 1994.

The book is TM 11-5820-358-35 8 December 1961

However, it is crisp and new looking, and page 189 says

*U.S. GOVERNMENT PRINTING OFFICE: 1994-342-421/81642

73 de tom

From boatanchors@theporch.com Wed Jul 26 10:19:00 1995
From: "Marcotte, T F (T)" <TFMA@chevron.com>
Subject: R-390A Wanted
Message-ID: <CPLAN030.TFMA.091021140095206FCPLAN030@ION.CHEVRON.COM>

From: Marcotte, T F (Tom)
Subject: R-390A Wanted
From boatanchors@theporch.com Wed Jul 26 10:19:00 1995
From: n5off@w5ddl.aara.org
Subject: R-390A Wanted
Message-ID: <142605@w5ddl.aara.org>

Relay . .
Please call the number below.

Wanted R-390A in good working cond. Prefer rig with meters and covers.

Call Mickey Weber, N5CGL 504-436-1386

73 de tom

From boatanchors@theporch.com Wed Jul 26 10:19:00 1995
From: BRICKEY_PETER@Tandem.COM
Subject: Racal RA-17 manual
Message-ID: <199507252123.AA313@comm.cpd.tandem.comm>

Hi;

When I put my message about selling my RA-17, someone asked for a copy of the manual. I have lost your Email and Snail mail addr. Please resend them to me.

73's Peter

From boatanchors@theporch.com Wed Jul 26 15:48:00 1995
From: JosephWP@aol.com
Subject: RAL-7/RAK-7
Message-ID: <950726134335_41222966@aol.com>

Thought you might be interested in what I saw today at Hardware Etc in

Nashville. Mr. Grossman has, among other sets, a RAL-7 and RAK-7 with power supplies and original manuals. They show signs of storage but seem to really be in excellent condition (though I did not take time to look inside.

Don't know exactly what he would take for them, and I suspect that he is not interested in shipping them, but for anyone near Nashville, you might want to pay him a visit.

He also has a NC-190 in not really great condition and a Hallicrafters sky Buddy in similar shape and quite a few other items.

I picked up an ATD transmitter with dynamotor, canvas covers, and original manual. It, too, appears to be in excellent condition.

Joseph Pinner
KC5IJD
josephwp@aol.com

From boatanchors@theporch.com Wed Jul 26 10:19:00 1995
From: dmccrar@a553ca.orn.usace.army.mil (Dalton McCrary)
Subject: re:Re: Garolite
Message-ID: <199507252037.AA04294@a553ca.orn.usace.army.mil>

> Thanks for responding so quickly. I'm wondering if the garolite sheet stock
> has a smooth (i.e. polished) surface on at least one side, if it's black, if it
> comes in 1/4" thickness, how big the sheets are, and the cost. Go ahead and
> post your response to the group... it appears that a number of people might
> be interested. (An obvious question... do you have their latest catalog?)

>

> 73, John Martin

>

Well it calls for "natural color", can't say much about that one. It appears to be smooth on both sides. Thickness goes from 1/16" to 1". Sold as 12x12, 12x24, 24x24, 24x36, 36x48. There are 4 grades: XX, C, LE, G-10.

XX is Paper Phenolic, c= canvas phenolic, LE= Linen phenolic, G-10 is Glass Epoxy.

12x12 pricing in an older catalog follows:

1/4" 12x12 sheet XX is \$10.60, C is \$11.75, LE is \$27.92.

1/4" 36x48 \$91.89 c= \$120.24 LE= 180.66 G-10= 216.1

12x12 LE should be \$16.50 and G-10 is 27.92. (sorry) note, my editor screws thing up from time to time as other mail comes in.

These prices are from 1988, catalog no. 94. There is a new one on the way, ordered a couple of weeks ago. Anything else about this plastic?

Dalton
N4OYS

From boatanchors@theporch.com Wed Jul 26 10:19:00 1995
From: rdkeys@unity.ncsu.edu
Subject: Re: Regens
Message-ID: <199507251956.PAA03338@cc01du.unity.ncsu.edu>

>
> I need the collective wisdom of the regen experts! I rewired my
> 833-A regen receiver, and eliminated the pot to control plate voltage. Now
> regeneration is controlled by a capacitor to ground on the tickler. I had
> to raise the plate voltage from 90 to 250, and pad the regen variable cap
> with a 100 pf SM (now 120-300 pf) to get regeneration across the 4-7.4 Mc.

Use a broadcast dual 365 pf capacitor for throttle control.

Change the grid capacitor to be 250pf, if it is less than that.

> tuning range. The grid coil is 16 turns, and the tickler is 8 turns, so I
> should have enough feedback. The other problem is that the set appears to
> be "motorboating" at the point of regeneration, and varies from
> pop...pop...pop to a steady growl as the regeneration is increased. Past
> the critical point, the growling stops, but of course the sensitivity is
> down. AM is fine, but CW is almost impossible. It did this with the B+
> regen control circuit, too.

> I have run the grid leak from 1 meg to 15 megs, with no change to
> the behaviour. The plate lead runs through the primary of an audio
> transformer, and the secondary goes to 600 ohm 'phones or a small outboard
> audio amp. The B+ side of the primary is bypassed with a 1 mfd cap. The

Put a 0.01 uf bypass followed by a 2.5mh choke followed by 1-10 mf cap
followed by a 10 henry plate filter reactor in the plate line from the
bottom end of the plate transformer to the voltage feed. You need to
fully bypass rf and audio to prevent audio motorboating.

You can just get rid of the audio transformer, and use impedance coupling
with a 10 henry plate choke and maybe a 1-10mf coupling capacitor.

Fringe howl on mine are caused by insufficient feedback, too high a value
of grid leak, and insufficient plate voltage. Some tubes can handle the
high values of grid leak (my '01A's work fine with NO grid leak [just
surface leakage across the circuit], as do the 76's and the 27's --- other
tubes like a lesser value of grid leak [50k to 1 meg or so]).

> noise doesn't sound like the "fringe howl" that I had on my first regen.
> I cured that one with a 100K resistor across the the xfmr secondary.

Try dropping the secondary grid resistor down to 50 or 20 or maybe even 10K for better swamping. Or just use impedance coupling.

> When set just before oscillation, the rcvr pulls in SWBC stations
> quite well, and is quite a conversation piece!

>
> Any suggestions will be appreciated. 73

>
> - Steve -

73/Bob/NA4G

p.s. I need to get your check in the mail shortly. Sorry for being so long with it. This is my second day back at work.

From boatanchors@theporch.com Wed Jul 26 22:55:00 1995
From: Robert2039@aol.com
Subject: RTTY model 15's
Message-ID: <950726193134_123686592@aol.com>

In a message dated 95-07-25 12:43:11 EDT, you write:

>
>Date: Tue, 25 Jul 1995 08:19:18 -0400
>From: ac082@freenet.carleton.ca (Charles Hunter)
>To: Boatanchors@thePorch.com
>Subject: Re: Free RTTY gear
>Message-ID: <199507251219.IAA24133@freenet3.carleton.ca>

>
>These items are true gems. BTW a model 15 with 150 hours on it isn't even
>broken in yet. We ran them on a commercial news wire service 24 hours a
>day at 60wpm for month after month with only an occasional hour off for a
>quick cleaning and lubing. Wish they were closer to Ottawa, Canada then
>I'd be happy to take 'em.

>
>DON'T THROW THEM AWAY. Sometimes ex-telephone employees use them for tty
>units for the deaf. See if there is a Telephone Pioneers group near you.

>
>
My 15 came from a now deceased deaf person that was using it for tty phone use too. I wonder if there was a speed change kit for the gears so I could go from 60 to 100 wpm by pulling a lever or something? I use mine to copy a lot of RTTY from shortwave and sometimes I can't copy the traffic at all. I'm

assuming some stations are using a higher speed instead of some sort of encryption. Am I right? BTW love the sound of that thing while it's running!!!

From boatanchors@theporch.com Wed Jul 26 22:55:00 1995
From: Bill VanAlstyne <bill@cruz.com>
Subject: Slug rack cover on R-390A
Message-ID: <199507261942.AA08701@cruz.com>

At 03:24 AM 7/26/95 -0500, Rolf Jansson wrote:

```
>Hi anyone knowing what the screw-holes on the right on my
>R-390a are for , I have covers, but are there covers over,
>coilssub-chassi to ??.
```

```
>
> *****
> *                                over *
> *                                here *
> *                                *
> *                                *
> *                                *
> *                                *
> *                                *
> *****
>                                     ***          ***
```

Yes! There is an aluminum shield cover which goes over the entire slug rack assembly, and is secured with five screws. This shield also has coil reference designators and locations printed on it -- for quick reference when doing adjustments, I assume.

My R-390A is an EAC made in 1960 -- assume the others makes are similar or identical in regards to this shield, but I don't know for sure.

Bill VanAlstyne
N6FN
bill@cruz.com

From boatanchors@theporch.com Wed Jul 26 15:48:00 1995
From: Rolf.Jansson@stax.slu.se (Rolf Jansson)
Subject: speaker for my R-390 :-)
Message-ID: <9507261338.AA24419@nana.slu.se>

Anyone having one speaker for my R390A or where to by one,
Regards Rolf

Sveriges lantbruksuniversitet/
Swedish University of Agricultural Sciences
Systemman Rolf Jansson Tel: +46 90 166785,010 2255642
Skogshogskolan Fax: +46 90 137929
S-901 83 Umea Sweden
Datorpost/E-mail:Rolf.Jansson@stax.slu.se

From boatanchors@theporch.com Wed Jul 26 15:48:00 1995
From: don merz <71333.144@compuserve.com>
Subject: Speakers sold
Message-ID: <950726151553_71333.144_DHQ80-5@CompuServe.COM>

Well, that didn't take long...both matching speakers for the HQ150 etc are sold. Thanks.
73, Don

From boatanchors@theporch.com Wed Jul 26 22:55:00 1995
From: haynes@cats.ucsc.edu (Jim Haynes)
Subject: Speaking of scrapping ships
Message-ID: <199507262054.NAA09503@hobbes.UCSC.EDU>

I read Sir Bernard Lovell's autobiography a while back, in which he tells of building the Jodrell Bank radiotelescope antenna. They got the gears and pinions from a battleship that was being scrapped.

From boatanchors@theporch.com Wed Jul 26 15:48:00 1995
From: "James T Hanlon" <jthanlo@jade.imdi.sandia.gov>
Subject: re: SPECIAL FIND, Navy manuals
Message-ID: <9506268067.AA806787959@jade.imdi.sandia.gov>

On 7/24, Davis Stinson AB5S/7 told us about receiving a number of WW2 Navy manuals. He wanted a suggestion as to the proper place for these books once he was finished with them.

My next door office mate is a military airplane buff. He suggests that they be donated to the Navy Museum in the Pensacola Naval Base, Pensacola, FL. They do a much better job of immediately receiving and unpacking donations than does the Smithsonian and of making them available to the public interested in research. He suggests that you communicate with them to see if they would be interested.

Of course, he thinks that a Boat Anchor is something that hangs from a large chain off the end of a ship, too.

Jim Hanlon, W8KGI

From boatanchors@theporch.com Wed Jul 26 22:55:00 1995
From: "Tony Stalls (K4KY0)" <j38@clark.net>
Subject: re: SPECIAL FIND, Navy manuals
Message-ID: <Pine.SOL.3.91.950726164412.29686E-100000@clark.net>

On Wed, 26 Jul 1995, James T Hanlon wrote:

> On 7/24, Davis Stinson AB5S/7 told us about receiving a number of WW2 Navy
> manuals. He wanted a suggestion as to the proper place for these books once
> he was finished with them.
>
> My next door office mate is a military airplane buff. He suggests that they
> be donated to the Navy Museum in the Pensacola Naval Base, Pensacola, FL.
> They do a much better job of immediately receiving and unpacking donations
> than does the Smithsonian and of making them available to the public
> interested in research. He suggests that you communicate with them to see if
> they would be interested.

The Smithsonian Air & Space Museum's Garber Center is where all the A&SM restorations take place. They have an area open to the public for research and if they don't already have these manuals, are likely to welcome adding them to their research materials. I've been out there a several times and I found the people there to not be distracted by the usual bureaucracy as a good many of them are volunteers who work there because of their love of the old aircraft.

73,
Tony
K4KY0

ZUT!

From boatanchors@theporch.com Wed Jul 26 15:48:00 1995
From: Kevin Anderson <anderson@ncrsun1.ncrsun1.ncr.usace.army.mil>
Subject: Suggeston: A QTH list
Message-ID: <Pine.SUN.3.91.950726130546.13699A-100000@ncrsun1>

With all this talk of FS and WTB lists, plus the occasional posts we get about people visiting such-and-such city, it might be handy to have a list, organized by state and city, indicating where members of this BA list live to facilitate this buying/selling, plus eyeball QSOs. (I know I have in mind to schedule visits with people if at all possible.)

For those who would like that information known, I'd be willing to try collating such a QTH list. As a geographer I think of such things. If interested, reply ****directly**** (anderson@ncrsun1.ncr.usace.army.mil) with:

Name:

Ham Call (if you have one):

Preferred e-mail address:

QTH City/State:

If "suburb", also nearby bigger city:

Note: Your participation is entirely voluntary, as such information may be deemed private to some members on this list. I also do not intend to record mailing addresses.

Thanks. Cheers/73. Kevin, KB9IUA

Kevin L. Anderson, CENCR-PD-W, U.S. Army Corps of Engineers
Rock Island District Office, Planning Div.-Waterway Systems
Rock Island, Illinois 61204-2004, USA phone:(309) 794-5586
e-mail: anderson@ncrsun1.ncr.usace.army.mil

Opinions expressed here are my own and do not represent the
U.S. Army Corps of Engineers or the Federal Government.

From boatanchors@theporch.com Wed Jul 26 10:19:00 1995
From: ac082@freenet.carleton.ca (Charles Hunter)
Subject: SX-71, SB-101, DX-100, etc.
Message-ID: <199507261017.GAA09707@freenet3.carleton.ca>

I just wanted to let everyone know that I purchased the above items. <grin>

My thanks to all of you for your interest and suggestions that were e-mailed to me. I really appreciated your help.

I'm into the SX-71.. lots of Sand and Grit but no corrosion. The previous owner modified it by adding a Xtal calibrator and disabling the send receive switch.

The set was completely dead but I discovered that the jumpers were not in place on the power socket on the back. Now I have the filaments lit up but no audio of any kind. The tubes are all a bit weak but I didn't find any shorts on the tester.

I expect that somehow the previous owners have wired some circuit to mute the receiver when the transmitter was turned on and that when I figure this out, I'll have a working SX-71.

73's and thanks

Charlie

--

ac082@freenet.carleton.ca (Charles Hunter)

From boatanchors@theporch.com Wed Jul 26 10:19:00 1995

From: Steve Ellington <n4lq@iglou.com>

Subject: Re: SX-71, SB-101, DX-100, etc.

Message-ID: <Pine.SOL.3.91.950726085935.6968B-1000000@iglou.iglou.com>

Obviously you've been ripped off. I'll give you your \$100 back and bail you out! 73

On Wed, 26 Jul 1995, Charles Hunter wrote:

> I just wanted to let everyone know that I purchased the above items. <grin>

>

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> e-mailed to me. I really appreciated your help.

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> Charlie

>
>
> --
> ac082@freenet.carleton.ca (Charles Hunter)
>

Steve
n41q@iglou.com

From boatanchors@theporch.com Wed Jul 26 10:19:00 1995
From: "James T Hanlon" <jthanlo@jade.imdi.sandia.gov>
Subject: RE: SX71; SB101: DX100
Message-ID: <9506258067.AA806710261@jade.imdi.sandia.gov>

Charlie,

The gear that you speak of is definitely worth picking up, all of it including the mike and swr meter. Even if you don't use any of it, you could easily resell it. The SX71 and DX100 would bring about \$150 each on the American market. D-104 mikes are offered for as much as \$30 to \$40 at hamfest flea markets. A Heath SWR meter is easily worth \$10 to \$15. The SB101 is a little "new" for my calibration, but I'd guess \$200 range anyway.

But, you would have much more fun and learn a lot more by restoring and using that gear, especially the SX71 and DX100, than you could possibly have with anything else that you could buy for all of the money you could sell them for.

The Heath ac power supply for the 101 ought to be readily available. An ad to Boatanchors or in Electric Radio magazine would surely bring some response.

Jim, W8KGI

p.s.

The above message is complete nonsense. This stuff is worthless. Refuse to have anything to do with it, and tell me and no one else where it is.

From boatanchors@theporch.com Wed Jul 26 15:48:00 1995
From: JosephWP@aol.com
Subject: Re: TV-2/U schematic needed
Message-ID: <950726133958_41222903@aol.com>

Guys,

I have both and updated tube chart (not roll kind but booklet) and the maintenance TM. Will be pleased to copy. If no one is able to help out, I will.

However, I am presently in Franklin, TN, so it will be next week before I can do anything. Please let me know if you still need these things.

Joseph Pinner
201 Ruthwood Drive
Lafayette, LA 70503
KC5IJD
josephwp@aol.com

From boatanchors@theporch.com Wed Jul 26 10:19:00 1995
From: kevin@beacons.cts.com (Kevin Sanders)
Subject: Re: used equipment list
Message-ID: <m0savNr-000Hv1C@beacons.cts.com>

[Walt]

>

> id25@DBH807.dbh.com said:
> >>All of us undoubtedly have various parts, equipment, etc. which
> we'd like to find. What do you think of a centralized "needs"
> list? Has it been tried before?

>

> We could each list what we're looking for at the moment with an
> approximate price range and whether the person spotting the item
> should buy it on the spot, if the spotter is willing. If not,
> maybe only relay the seller info to the BA member.<<

>

This gives me an idea for a neat programming project which I would be willing to contribute to the group. To wit: How about an automated "matchmaker" to record the wants of members of the list, along with the items currently for sale? It would take specially formatted requests giving the manufacturer and model number of the item, and record the email address of the person making the item available. Any people with outstanding requests for a particular item would be notified by email when the item becomes available. And/or, the seller could be presented with a list of potential buyers.

I would be willing to set up a mini mailing list here so this can be discussed offline (don't want to bother the list with the gory details until they are hashed out), if anyone is interested in contributing ideas. So those people willing to help out, let me know.

73,

Kevin Sanders, KN6FQ (SDG)
kevin@beacons.cts.com

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Try Boatanchors
For A Real Lift

From boatanchors@theporch.com Wed Jul 26 10:19:00 1995
From: "Tony Stalls (K4KY0)" <j38@clark.net>
Subject: Re: used equipment list
Message-ID: <Pine.SOL.3.91.950726083343.15435E-100000@clark.net>

The used equipment list sounds like a good thing to have, but I have reservations about its probable success. Maybe I'm missing something.

First, I can't see the advantage over individual posting if the subject line clearly indicates something for sale. For example, the rec.radio.swap newsgroup uses an FS leader for "for sale" and WTB for "Wanted to Buy". That certainly works there.

The other thing is that a good many items won't be on it more than a day, so maintaining it would take a significant effort approaching being a genuine pain in the you-know-where. Beyond that, the list would have to be consulted constantly for the latest update to see if that thing we never realized until we saw it for sale that we can't live without it. It seems to me that scanning the new mail subjects in the e-mail inbox would be much easier.

I'm not opposed to the list. I just wonder if doing it is worth the effort.

73,
Tony
K4KY0

ZUT!

From boatanchors@theporch.com Wed Jul 26 22:55:00 1995
From: jproc@worldlinx.com
Subject: Re: used equipment list
Message-ID: <Chameleon.4.01.2.950726165254.jproc@>

>The used equipment list sounds like a good thing to have, but I have
>reservations about its probable success. Maybe I'm missing something.
>
>First, I can't see the advantage over individual posting if the subject
>line clearly indicates something for sale.

Tony,

I don't believe that Andrew's intention is to change the manner in which we have been advertising goods for sale. His proposal is an enhancement to the scheme of things (that's how I see it). For those wishing to list equipment for sale in the traditional "hot flash, E-mail" manner should continue to do so. It has its place. In addition to that, a seller can post unsold items to the archiver. This increases the chances of a sale after the initial E-mail went out. (Hey, Robert Fowle - this would be great for all the goods that you have). It also gives any newbie to the BA list the chance to see what people have for sale in the not-so-common area. I perceive this to be an advantage.

Each one of us has individual requirements and interests for the acquisition or sale of equipment. Here is another tool to add to the arsenal. The only commitment required on the part of a seller or buyer is a bunch of keystrokes regardless of the method of announcement.

Regards,

Jerry Proc, VE3FAB
Radio Restoration Volunteer
HMCS Haida
E-mail: jproc@worldlinx.com
Toronto, Ontario

From boatanchors@theporch.com Wed Jul 26 22:55:00 1995
From: RANDY@sbii.sb2.pdx.edu
Subject: Re: used equipment list
Message-ID: <55C3F7869B7@sbii.sb2.pdx.edu>

>The used equipment list sounds like a good thing to have, but I have
>reservations about its probable success. Maybe I'm missing something.
>
>First, I can't see the advantage over individual posting if the subject
>line clearly indicates something for sale. For example, the

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>"Wanted to Buy". That certainly works there.
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>The other thing is that a good many items won't be on it more than a day,
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>genuine pain in the you-know-where. Beyond that, the list would have to
>be consulted constantly for the latest update to see if that thing we
>never realized until we saw it for sale that we can't live without it.
>It seems to me that scanning the new mail subjects in the e-mail inbox
>would be much easier.
>
>I'm not opposed to the list. I just wonder if doing it is worth the
>effort.
>
>73,
>Tony
>K4KY0

Well the advantage to a list is that you can make relative judgements. Of all the things available, each of us would be able to prioritize and therefore spend/trade more wisely. I frequently respond to a f.s. listing and blow my month's radio allowance (doled out grudgingly by the xyl) only to read about an even better treasure the next day. BTW, some people might list stuff which they do not have for sale per se, but which they could be made to part with the appropriate persuasion... "Gee I really would like that NC300 you have and, well, I do have a n.i.b. KW-1 which I would swap straight across..." You get the idea.

From boatanchors@theporch.com Wed Jul 26 22:55:00 1995
From: HAMRLUND@aol.com
Subject: w t b / trade for: mint Hallicrafter SX-28-A manual
Message-ID: <950726190754_123668871@aol.com>

As it stated, I want to buy or trade into a Mint Hallicrafter's manual for the SX-28A.

Please contact;

Robert Fowle
1215 Winifred
Jackson, Mich. 49202-1946

From boatanchors@theporch.com Wed Jul 26 10:19:00 1995
Subject: Re: Wireless

The Sayville Historical Society, Sayville, L.I., N.Y. is

fighting to save the original WW1 Telefunken site. It is presently owned by the Federal Aviation Administration. No longer in use, they have left it to vegetation, vandals and destruction. Even with the aid of Congressman Rick Lazio and the N.Y. State Department of Parks, Recreation and Historic Preservation, the FAA refuses to secure the site for the 6 to 12 months until it will be turned over to another agency and the Historic Sector put under the protectorship of the private sector for development as a wireless museum.

The Antique Wireless Museum has agreed to help the SHS with the project and Mr. Ralph Williams of Orient, L.I., N.Y. is working with us to plan the museum and put out feelers for artifacts and working models.

We need your support. Please write to Ann Hooker, Agency Preservation Officer, Federal Aviation Administration, 800 Independence Ave. SW, Washington, D.C. 20591. Ask her to halt the destruction.

Many thanks. Connie Currie

----- Forwarded message ends here -----

Best Regards,

Dick Dillman/WPE2VT
<ddillman@igc.apc.org>
San Francisco

From boatanchors@theporch.com Wed Jul 26 15:48:00 1995
From: "James T Hanlon" <jthanlo@jade.imdi.sandia.gov>
Subject: WTB: Cabinet for Lettine 240
Message-ID: <9506268067.AA806774760@jade.imdi.sandia.gov>

I recently acquired a Lettine 240, ala Stan Tajima's article in ER a couple of years ago. After I cleaned out the mud-dobber nests, supplied a set of tubes, found/wound some coils, and replaced the filter caps and some B+ feed resistors in the audio amp, it actually works! I got a 579c from Land-O-Lakes, WI Sunday night on 7030 cw. Rapture!

Now I'm looking for a cabinet. The Lettine panel is 8" x 12" and the chassis is 7" deep. The original cabinet was 8" deep, had an opening for the panel that was slightly narrower so that the panel could be secured with screws on the sides and had a lid in the top for changing coils. It was also sorta blue-grey.

Anybody have one or a lead on one? If not, I'll have to start pasting aluminum foil to plywood, cause this thing does generate almost as much TVI as 40 meter rf.

Thanks,

Jim, W8KGI

From boatanchors@theporch.com Wed Jul 26 15:48:00 1995
From: zoom@willow.sps.mot.com (Chris Terwilliger)
Subject: WTB: HR magazines
Message-ID: <9507261718.AA03405@willow.sps.mot.com>

I need the following issues:

68: 1-6, 8-12
69: 2,7
70: 1,2,3,5
71: 1,5
72: 5
73: 5
86: 2
87: 7
> 87: all

tnx

Chris Terwilliger, AA7WD
zoom@willow.sps.mot.com

From boatanchors@theporch.com Wed Jul 26 15:48:00 1995
From: HAMRLUND@aol.com
Subject: wtb: sp-600 jx any, military manuals
Message-ID: <950726154100_123515273@aol.com>

Always looking for these and other Hammarlund manuals.

If you have any extra, or just want sell off what you have, Please, give me a shot at them first.

Thanks
Robert Fowle
1215 Winifred
Jackson, Mich. 49202-1946